

VISITS ANCIENT FOES OF EGYPTIANS

Mr. Johnson Welcomed in Villages
Where White Men Have Not Been
Seen in Centuries.

A collection of costumes, implements of war and other articles large enough to equip a small museum was brought to this city yesterday by Frank Edward Johnson, an explorer, who spent six months in Southern Tunisia and visited many places in that region where white men had not set foot for centuries.

Mr. Johnson was a passenger on board the Savoie, of the French line, and will make arrangements while in this country for a journey into Morocco, on which he will start next May.

The part of his collection in which Mr. Johnson takes the greatest pride consists of a set of photographs of men and women of the Troglodyte tribe, a people of Southern Tunisia, who, according to Mr. Johnson, have retained their racial purity for six thousand years and have been the implacable enemies of all governments, ancient and modern, which have sought to subdue them. He was able to visit their villages through the offices of the French government, which designated a Tunisian tribal chief as his guide and protector and held the latter responsible for his safety.

With a caravan made up of seventy men and for which ninety camels were provided Mr. Johnson journeyed more than two thousand miles in Tunisia and Tripoli, being received with respect everywhere and afforded many courtesies. He was made an honorary "son" of many of the tribes and wears the insignia of the order Nishan Ifkhar, which was bestowed upon him by the Sheikh Sephouse, of Southern Tripoli.

Mr. Johnson said yesterday that the war in Tripoli is a matter of very little interest to the inhabitants of the southern provinces, and that in Tunisia many of the tribesmen did not know it was in progress. He declared the country offers great opportunities for development, and that French, German and English capital is interested and is making preparations for the country's exploitation.

The Troglodytes, according to Mr. Johnson, are an extraordinary people, without a trace of any other racial blood among them. He describes them as men and women of perfect physique and great stature. They were the enemies of the ancient Egyptians, and the armies of Rome sought to conquer them in vain. Centuries later they repulsed the Berbers, and for the last few hundred years have been left alone.

Mr. Johnson will lecture before the National Geographical Society in Washington next month, and will be heard at the principal universities. His journey into Morocco next summer will be made under the patronage of the French government.

GRAND UNION HOTEL AT SARATOGA TO GO

Unprofitable Without Racing, Estate
Agent Says Sale or Wrecking
Is Probable.

[SPECIAL DESPATCH TO THE HERALD.]
SARATOGA, N. Y., Monday.—Unless racing is restored in Saratoga Springs the Grand Union Hotel, one of the most widely known summer hotels in the United States, will be sold or torn down. There was no racing last summer and the hotel owners lost a considerable sum. It is said the Stewart estate, which owns the hotel, has decided it will no longer carry this unproductive property, and will dispose of it to the best advantage.

A. W. Everts, of New York, representing the estate, was in this village to-day with George L. Hubbard, J. J. Lamm and Joseph Lamm, real estate operators and hotel managers of Garden City, L. I. They inspected the property, but refused to disclose the object of their visit. Mr. Everts said there was a strong possibility that the hotel would be sold or demolished.

PREFERS FREEZING TO WORK.

Man Whom Relatives Sought with
Warrant Is Found Unconscious
in an Empty House.

[SPECIAL DESPATCH TO THE HERALD.]
WASHINGTON, Pa., Monday.—Unconscious, his arms and legs from and almost dead from starvation, Jacob Loar, fleeing from arrest on a trifling charge, was to-day found in the attic of a house where he sought refuge and from which he had been unable to escape after latching the door on himself. The man was taken in charge by the authorities, and physicians have been working over him ever since.

Seven days ago a warrant was issued for Loar on a vagrancy charge because he refused to go to work, the action being taken by relatives. The man immediately disappeared and was not found until to-day, when relatives entered the attic of the empty house and found him unconscious in a corner.

SURPRISE AWAITS MINERS.

It Is Reported Operators Will Offer
Ten Per Cent Increase at
Conference.

WILKESBARRE, Pa., Monday.—It is reported in anthracite coal circles, on what is considered good authority, that a surprise awaits the representatives of the miners when they go into conference with the operators in New York on February 27. This, it is said, will consist of an offer upon the part of the operators of an advance of ten per cent in wages, the sliding scale to remain as at present.

It is believed that if such an offer is made by the operators it will lead to a settlement of the other grievances presented by the miners.

\$1,000,000 NEARLY RAISED.

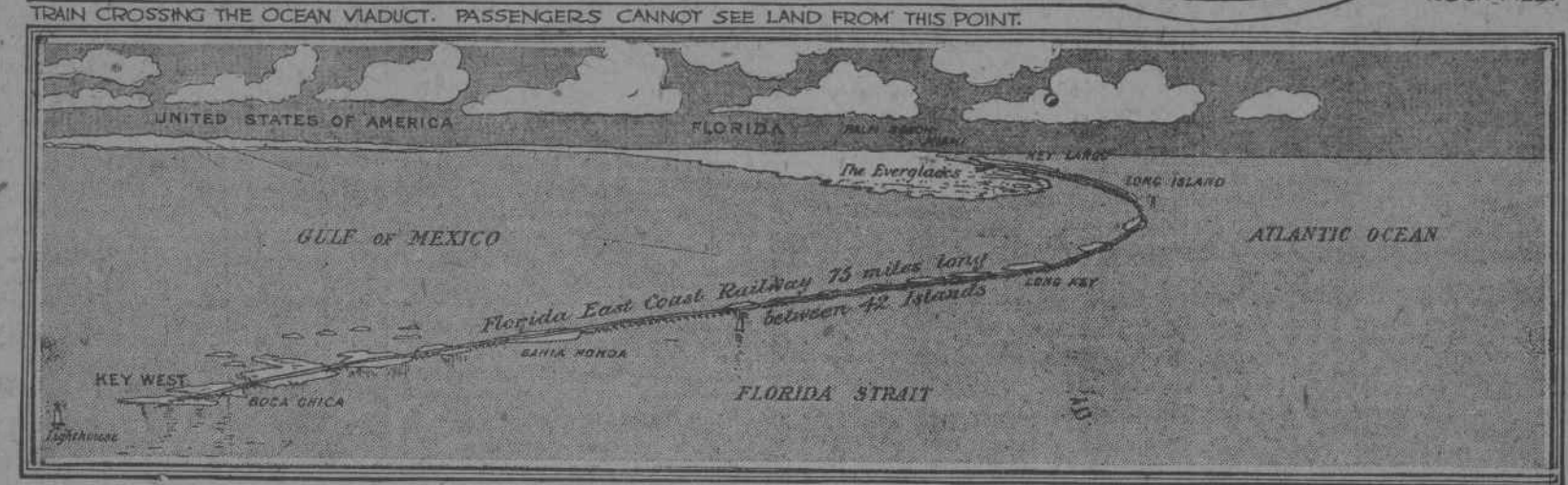
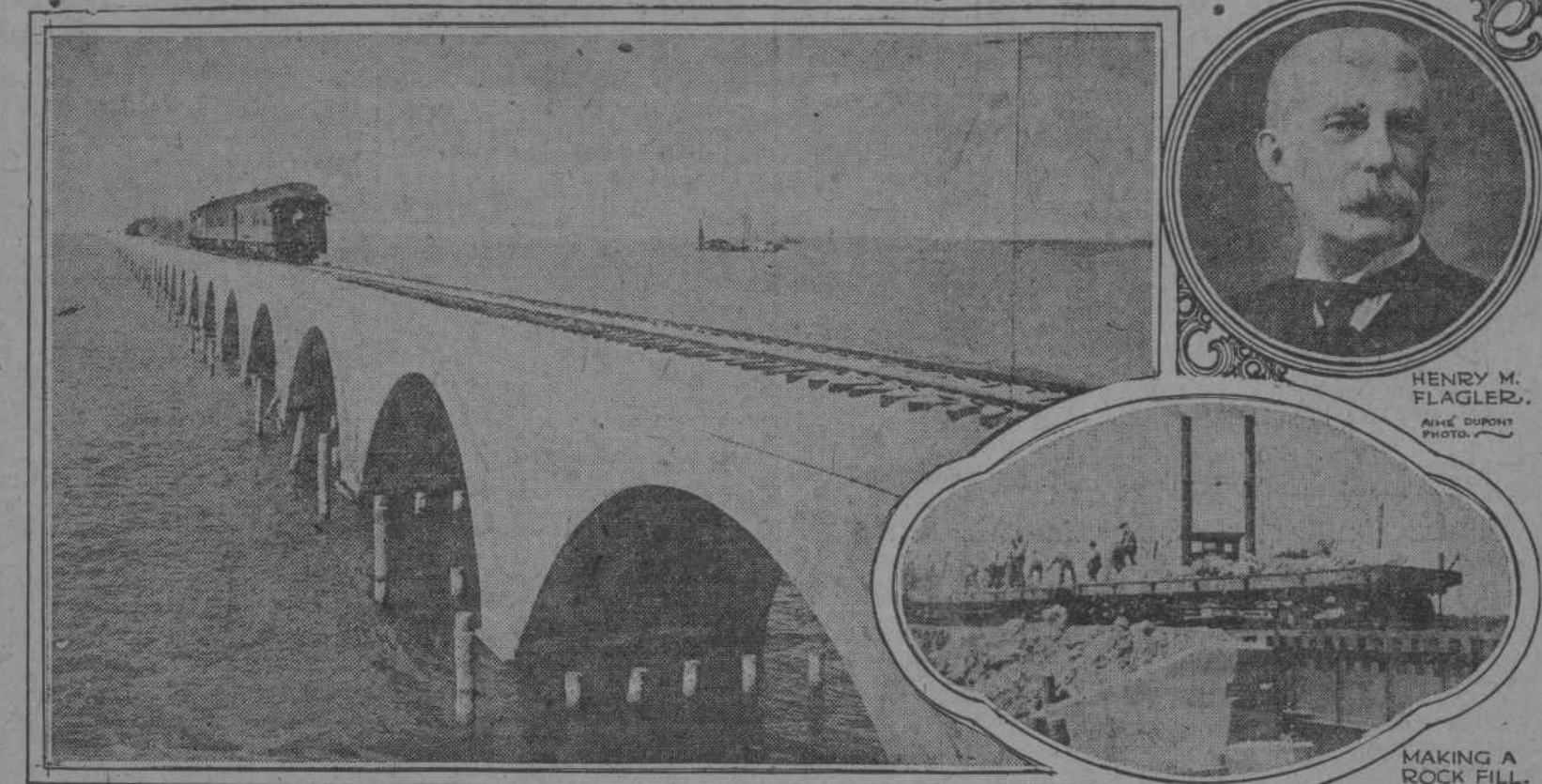
Brown University Now Has \$978,492
Pledged, Including \$25,000
from Mr. Rockefeller.

PROVIDENCE, R. I., Monday.—The campaign committee which is endeavoring to raise \$500,000 to complete the \$1,000,000 endowment fund for Brown University announced to-day that \$478,492 of the amount had been pledged. A half million dollars had been pledged before the committee began its work to complete the fund. John D. Rockefeller and Mrs. William Goddard, widow of a one time chancellor of Brown, were the largest single subscribers on the list, made public to-day, each pledging \$25,000. The other large contributors included Elmer L. Corbitt and Edgar L. Marston, both of New York, who gave \$5,000 each.

Aged Woman Killed by Gas.

Miss Ellen Cahill, seventy-nine years old, was found dead in bed yesterday at No. 426 West Nineteenth street by her landlady, Mrs. Cassimir Adamson. The woman had been overcome by gas, which apparently had been turned on accidentally.

Steaming Over Sea, First Train Enters Key West from Mainland, Realizing H. M. Flagler's Life Dream



Multitudes Greet Officials as
They Cross Forty-Six
Miles of Concrete.
AIDS TRAVEL TO CUBA

[SPECIAL DESPATCH TO THE HERALD.]
KEY WEST, Fla., Monday.—Travelling over two ribbons of steel, stretched across a structure of seemingly frail masonry that utilizes the Florida keys as stepping stones, a railroad train steamed into this city for the first time to-day, thus formally opening the over the sea extension of the Florida East Coast Railway. Its progress for forty-six miles—the last section of the over water route—was accompanied by the plaudits of a multitude of visitors, diplomats, representatives of powerful governments and the booming of guns on land and water, and marked the final completion of one of the most remarkable railroad enterprises in the world.

The central figure, however, in the celebration being held, and which will last for three days, in recognition of the epoch making achievement is Mr. Henry M. Flagler, to whose vision and dominating financial courage it stands as a tribute. His opening to-day came as the fitting close to almost a quarter of a century of effort on his part in developing the Florida coast.

The arrival of the train meant to Key West the ending of its isolation, for joined now to the mainland, it has suddenly sprung into being the focal point for the distribution of trade between the United States, Mexico, the West Indies and South America and the terminal also of the ferry line that has been established to Havana by means of which it now will be possible to make a direct rail connection between New York city and the principal city of Cuba. It means also that Key West, the most southern city of the United States, a position that makes it of great strategic importance because it is the natural base for defence by the United States in the Gulf of Mexico, is made the nearest United States port, by navigation, to Colon, at the Atlantic entrance to the Panama canal.

The first section of the first official train over the new stretch of road, which was known as the Key West Express, reached here promptly at eleven o'clock. It bore Mr. Flagler across the concrete trestles that have realized the chief ambition of his life, and a party of his friends. Close behind it came other sections of the train, the fourth of which, known as the Wash-

ington special, carried Robert Shaw Oliver, Assistant Secretary of War, who came as the personal representative of President Taft.

In the throngs that cheered the arrival of the trains were also representatives of numerous foreign embassies and legations, among them those of Italy, Mexico, Portugal, Costa Rica, Ecuador, Guatemala, San Salvador and Uruguay. General José Martí, representative of President Gomez, of Cuba, accompanied by a Cuban band, came on board a Cuban gunboat and was followed soon afterward by a delegation of residents of Havana and other Cuban cities.

Immediately after the various sections of the first train had arrived Mayor Joseph Fogarty, of this city, extended to the official visitors the freedom of the city. Later Mr. Flagler received a tablet, of silver and gold, containing a likeness of himself, as a gift from the residents of the city. Another tablet was presented to him, which was also of gold, in behalf of the men who did the actual work of constructing the railroad over the sea. Following the presentations members of the Congressional River and Harbors and Army and Naval committees, civic delegations and all other official visitors attended a reception tendered to Mr. Flagler at the residence of Rear Admiral Young, commander of the naval station. This reception was attended by officers of the army and officers from the naval vessels in the harbor, both American and foreign. To-night there was a reception and ball at the Naval Equipment Building, attended by the officers of the cruisers Birmingham and the submarine Nashville, which arrived late to-day.

Key West is ninety miles from Havana. The completion of what Mr. Flagler looks upon as the greatest achievement of his life, an undertaking that seemed at first a dream beyond the possibility of realization, has made it possible for a traveller from any part of the United States to step into a parlor car and remain there not again to emerge until he steps on Cuban soil.

When Mr. Flagler conceived the idea of building a railroad that would make this possible—a railroad connection the foundations of which for half its length would have to be built up from the bed of the sea itself—there were few who shared his enthusiasm. He had invested millions of dollars of his fortune, accumulated earlier through his connection with the Standard Oil Company, in the building of the Florida coast. Frequent extensions were made to the railway, hotels were built and the stretches of white sand along the coast became the winter playgrounds for numerous thousands of persons.

The unique stretch of railroad opened yesterday was conceived when Mr. Flagler, at the close of the war with Spain, came to realize that more and more as the years went by this government would be compelled to maintain close relations with the island republic of Cuba that lay beyond the stretch of water between this city and the strip of land that brought on the war. He outlined his plan to railroad builders, engineers and officers of the road, and after a seemingly interminable wait, received the news that the project he had in mind could be accomplished. But he was the most sanguine of any of the men who understood the magnitude of the enterprise he proposed to undertake.

"Go ahead and do it," he said, and the work was begun. Beginning at the southernmost end of the Florida mainland and sweeping southwestward in a long curving line stretched the coral islands known as the Florida Keys. At that time the line of the Florida East Coast Railway terminated at Homestead, twenty-eight miles south of Miami. To the east is the Atlantic Ocean, to the west the Bay of Florida.

To accomplish the task Mr. Flagler had set for them the railroad builders were compelled to build their line along the course of these keys and across scores of channels and passages separating them on a base capable of withstanding the tremendous hurricanes and summer storms that originate there.

From the moment that task was undertaken there was not an inch of the work accomplished that did not first receive the approval of the genius who had launched the undertaking. Some of the channels that had to be spanned are only a few feet wide; the width of the others are estimated by miles. The last and final span, the most difficult engineering feat of the whole project and the undertaking that was reserved as the last, measured five and a half miles from island to island.

It was a floating colony of workmen who performed the labor, barren, at least to supply the material needed for railroad construction, and especially that material used in the making of the roadbed, the coral islands yielded nothing to facilitate the completion of the task. The laborers lived on board dormitories not unlike the houseboats that dot the inland rivers of the state. Even water had to be brought to them in tanks.

From Knight's Key to Key West there are 78,550 feet of embankment and viaduct. To complete the extension it was necessary to build through the Everglades practically a solid embankment that comprised from Homestead to Water's Edge, the latter the point where the line leaves the mainland, 78,450 feet of road. Thus the total length of the extension is 155,000 feet.

Called World's Greatest Feat.

The accomplishment is looked upon as one of the greatest engineering feats ever known. Mr. Flagler was fifty-five years old when he began his work in Florida. Now he is almost eighty, and, although his fortune ran into the millions when he went to the state, he has been referred to as the "man who began life over again." The last link in the chain of his work in Florida seemed, logically, to be the completion of the extension of his lines to Key West. So, the decision made, J. C. Meredith, an engineer, of Kansas City, started to build the road. He died, and the work was placed in charge of William J.

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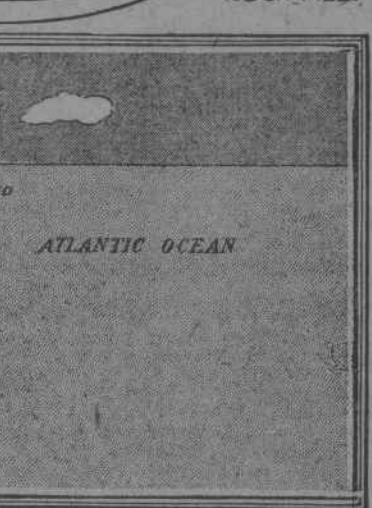
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Making a Rock Fill.

Krome. Dredges with enough water to float them were placed in the Everglades. They virtually ate their way out through the swamps to the sea, throwing up the mud between as they went.

Eighty tramp ships were used to carry rock needed for the roadbed, the that was to be built along the keys. Five thousand laborers furnished a transportation problem and as well there was assembled a fleet for the carrying of coal. This work was under the direction of Joseph R. Parrott, associated with Mr. Flagler in the latter's work in Florida. Labor, because of climatic conditions, furnished an extreme difficulty, but like the others the road builders encountered, it was surmounted.

In the hurricane that occurred in 1906 many laborers lost their lives when their barges were torn loose from their moorings. But the concrete trestles that were being pushed out in the sea from coral island to coral island stood, and Mr. Flagler more than ever was convinced of the ultimate success of his theretofore undreamed of railroad. Concrete was used in the road construction because Mr. Flagler and his engineers became convinced of its permanency, and across the water the solid bridges, beneath which are a succession of impressive acres, stretch above the blue waters.

But through all of these difficulties the directing hand of Mr. Flagler kept the thousands of workmen at the task, and accumulating difficulties only increased his determination that, after years of effort, brought him yesterday to the pinnacle of success he made for himself.

It was the building of the viaducts that formed one of the most interesting phases of the work of building the road. The water varied in depth from ten to thirty feet. The concrete had to be mixed on barges. Powerful boom derricks placed it in position at times, but in some places it was necessary to drive pilings or sink caissons or build cofferdams.

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MENA RESIGNS AS NICARAGUA'S HEAD

Country Astounded by the Action
Taken, It Is Said, to In-
sure Peace.

[BY MEXICAN CABLE TO THE HERALD.]
SAN JUAN DEL SUR, Nicaragua, via GALVESTON, Texas, Monday.—General Luis Mena, who was elected to the Presidency last October, to serve from 1911 to 1917, has caused a sensation by resigning and announcing that he will not again take office. He made this decision to-day. There had been much popular outcry against the manner in which he was elected, as the votes were cast by a National Assembly, which, it was declared, had not the proper authority, and the public decided that General Mena had been foisted on them because he had agreed to carry out the pacts with American financiers and the American government.

It is now thought, in view of his public assertion, that he will abide by the Dawson Convention, that he and his associates came to the conclusion that this was the only way to put an end to the growing discontent and arrest the increasing possibility of a serious revolution, the populace having emphatically and with outspoken anger declared that it would not peacefully submit to what was considered a rank injustice.

Senator Moncada Sees Good in President's Resignation.

When shown the special cable to the HERALD from Nicaragua, Señor J. M.

Moncada, formerly Minister of the Interior of Nicaragua, now residing at the Hotel St. George, Brooklyn, said: "The resignation of General Mena is very gratifying, as it shows recognition of the necessity for complying with the laws of our country and supporting the constitution. He was named by an assembly that had no right to fulfill such functions, and that act was also contrary to the terms of the Dawson Convention. Mr. Thomas C. Dawson, representing the United States, on November 5, 1910, signed an agreement whereby Nicaragua pledged herself to a programme that was thought to insure peace. Our emissaries, General Estrada, General Mena and the Cabinet Ministers agreed that General Estrada should remain in power, as Provisional President, until the expiration of his term. In 1912, when his successor should be elected by popular vote. By a combination, General Estrada was forced to resign and Adolfo Diaz assumed the presidency. Now General Mena has resigned, and Congress will have to call popular elections at which the choice of the people will be named. It is a most fortunate development, and will tend to insure continuance of peace in Nicaragua."

Hunting the Wolf. A new sport for hardy Americans is hunting wolves on snowshoes. The wolf has become a great pest in some of the States, so the new sport is welcome. A thrilling illustrated story in next Sunday's NEW YORK HERALD.

KILLED AT FEET OF PUPILS.

Window Cleaner Fell Into a Group of Schoolboys.

Paul Schobel, twenty-six years old, a window cleaner employed by the Hebrew Technical Institute, at Nos. 34 and 36 Stuyvesant street, fell from a window on the fourth floor yesterday and was killed. He struck the pavement at the feet of a group of schoolboys. Schobel lived in the building.

DRY GOODS, &C. DRY GOODS, &C.



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Housefurnishing
Warerooms

Will Remove on
February 1 to
45th Street
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where a complete line of
Cooking Utensils of every kind—Tin, Copper, Aluminum, Nickel and Enamel
Stoves, Moulds, Cutlery, Earthenware, China and Glass, Kitchen and Laundry
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Refrigerators:
THE PERFECTION OF CLEANLINESS AND ECONOMY.

130-132 West Forty-second Street, New York.

SPECIAL NOTICES. SPECIAL NOTICES.

Next Sunday's
New York Herald

Special Fashion Supplement

Of convenient size for the library table,
printed on excellent calendared paper and
filled with the choicest illustrations from
the Parisian studios, this Fashion Supple-
ment is the best ever issued by a daily
newspaper. No woman should be without
it—it is unique.

THE PULPIT ORATORS

A beautifully intimate glimpse is given in
this article of the divines in New York who
are pulpit orators of nationwide fame.

THE PRISONER BAND

The Apaches are prisoners of Uncle Sam unto
the second generation. The story of how they
live and what they hope for.

TRASTEVERE

The New York Herald's correspondent at
Rome has written of a little known quarter
of that wonderful city and of the uncrowned
queen who lives there.

A MONARCH BURIED ALIVE

At Salonica, in a house far from the public
eye, is confined Abdul Hamid, late Sultan of
Turkey. The story of his living death.

"CHANCE"

The second generous instalment of Joseph
Conrad's new sea novel, written especially
for the New York Herald. Don't miss a
chapter.

WOLF HUNTING ON SNOWSHOES

A new sport devised for hardy and adven-
turous Americans. A sport that works much
good, as wolves are becoming a pest in many
States.

Art, the Drama and Society.

Dorothy Deere. The Children's Page.

SANTAL-MIDY

CATARH
OF THE
Bladder

Relieved in 24 Hours

SANTAL-MIDY

Superior to all remedies.
SOLD AT ALL DRUGGISTS.

THE NEW YORK AND
FLORIDA SPECIAL

FLORIDA'S FINEST TRAIN.

25th Season now in operation.

Electric Block Safety Signals, Telephone
Dispatching System, Steel and Concrete
Bridges, Over One-Third of Main Line Double
Tracked.